

496 formerly belonging to the South-Eastern Railway,
471 have been recently acquired by the State.

The money markets of Paris, London, and Amsterdam appear to be those principally interested in the loans of these railways; the financial circles of Berlin and Vienna are concerned in a lesser degree.

655 Up to the year 1889 railway rates in Russia were in
471 a state of chaos. The Government then took the matter in hand, and during the years 1893-4 inaugurated a system which, with modifications, has remained in use. The zone method is applied to both goods and passengers, with a diminishing rate for each additional zone entered by the traffic. Cereal rates received special consideration, and differential tariffs exist for the carriage to Black Sea and Azov ports of cereals destined for export. Preferential rates are also granted on coal, iron and manganese intended for export.

496 *Adequacy to Economic Needs: Possibilities of Expansion.*—Taken as a whole, the railways of the Ukraine are not adequate to the needs of the country. In the Donets region railway extension by private enterprise has kept fairly level with industrial needs, and new projects were recently being actively promoted. In the agricultural portion of the country, however, the lack of railways is a serious handicap to all kinds of industry. The greater portion of the mileage is single line, and the rolling stock is of poor capacity and not kept in good repair.

● 479 A number of lines are under construction in the Donets basin to link up existing ones or to serve new mines recently opened, and a new line is being constructed to connect Yekaterinoslav with Kherson and Nikolaev by a direct route.

000 A projected line is the Podolian Railway, which would run from Shepetovka to Kamenets Podolsk, a distance of 149 miles. By another project a railway running due north from Jitomir via Mosir and Mohilev to Vitebsk would give a direct main line between Petrograd and Odessa, which does not at present exist, a detour via Kiev being necessary.